MCA Meeting 11-3-04
Action Items

Action Item:
In the Detailed Drawing 618-04 and 618-20 note 1 states "Remove any sign supports if they will not be needed within 90 days". This is not being uniformly enforced. Some Districts enforce this item and other do not have these sign supports removed as per the Detailed Drawings.

Follow-up:
Discuss this item with the DCEs to improve uniform application of this requirement. I will give an update at the next MCA meeting.

Action Item:
This following item is currently being researched. I'll give an update at the next MCA meeting.

Traffic Control Special Provisions (G12) 115% Item.
When the traffic control devices reach 115% how is it suppose to be administered? Do we pay the $0.80 only on quantities of devices that are over 115% or the quantities that are over 100% of the planned quantities?

Follow-up:
- Research and provide a clarification.
- Determine if there are different special provisions on this subject with different wording.
- If needed, assure only one special provision is used on future projects.

Action Item:
The new chip seal specification changed the gradation of the 40 mesh on the 4A material to 0-10% passing. Was MCA informed of this change? What are the justifications for this change?

Follow-up:
The draft specification including the new gradation table was sent to Bob Kober and MCA on 3-1-04.

See attachment #1 for the reasons/justifications for this change.

Action Item:
For Grade S Volumetric plant mix can we get a grace period for compaction until targets are set? This affects the ride.

Follow-up:

Pat Ernst will contact Bob Warren to discuss these concerns and get specific examples. This information will then be brought forward to the Grade S Volumetrics Specification Team to review.

Action Item:
There is no guidance/specification on the application of "Aggregate Treatment" which is a combination of magnesium chloride and tack. What is the application requirement and temperature requirements? When the weather is cooler and the time frame between the magnesium chloride application and tack is short the combination does not set up.

Follow-up:
The construction requirements will be clarified and compiled into a special provision.

Action Item:
Could the select backfill gradation be revised? The current Gradation is hard to produce and is very expensive. What are the reasons/justification for this different gradation?

Follow-up:
Mike Sharp will send me their suggestions/comments and specific cases; we will then research this item.

Action Item:
Bid items that have parts of the item that are 100% incidental are not fair or reasonable especially when something changes.

Follow-up:
Mike Sharp will send me their specific cases with suggestions/comments and we will then research this item. One example was Pompey's Pillar that had wick drains with special sand that is very expensive. The bid item was the length of wick drains but when the length changed (shortened) the amount of sand stayed the same.

Attachment #1

Following are the reasons and justifications for recent changes made to Standard Specification Section 409 Seal Coat.

Initially, it was asked to review Standard Specification Section 409 to consider the method of measurement changes for cover material. MDT was buying cover material by the ton. Other states, such as Wyoming, had begun paying for cover material by the square area. This method relieved the State from having to dedicate a person at a scale site while weighing each loaded truck and significantly reduced excess cover material being placed on the roadway during seal coat work (less excess material reduces windshield damage). During the 2002 and 2003 construction seasons, MDT Butte District changed the method of measurement from tons to square area on a number of projects by change order. Based on satisfactory results from these projects, the decision was made to move forward with the change to the specification method of measurement.

During a DCE Meeting in Helena on July 16, 2003, it was brought to the group's attention the need for cleaner seal coat materials to meet stringent local air quality standards being implemented in northwest communities (Kalispell and Whitefish). This drove the decision to conduct a nationwide survey with other DOTs to determine what materials were being used for seal coat work and to bring MDT's Section 409 specification up to current "state of the practice" standards. Doing this offered MDT the opportunity to upgrade its current specification from a method type specification to the preferred end result, warranty based type specification.

As a result of the nationwide survey, numerous on-site research reviews, and discussions with MDT, contractors, national and international experts, the current Special Provision replacing Standard Specification Section 409 was developed.

Major changes to the specification include:

- Cover material being measured by the square area. This allows more effective use of MDT resources and saves the contractor the expense of maintaining certified scales for use during seal coat work;
- Development of Cover Type I & II with aggregate gradation changes (Table 701-12) made to reflect the intended purpose of each. Over 90% of what is termed a seal coat "failure" were found to be related to conditions such as bleeding, tracking or chip loss. These type "failures" were traced to our finely graded Cover Material -Grade 4A. As a result, gradation changes and the additional use of Cover Material Grade 2A became necessary.
- The implementation of a 60-day warranty and Warranty Administration Guide; Changes that allow application of a fog seal on Grade S PMS prior to application of seal coat.
- Changes to the time period (from 48 to 72 hours) traffic control devices will be paid once a section is completed. Many aesthetic type "failures" occur as a result of the placement and maintenance of traffic control devices during the seal coat-curing period.

The contractor community was an asset with their involvement in the updating of this specification. MCA was contacted and were presented the opportunity to comment. A couple contractors had major input in these changes. Specifically Gilman Construction that had one-on-one involvement with the CES Reviewer that was the Lead on this specification change.

Summary of the benefits from the new Seal Coat Specification:

- Less dust and the ability to meet air quality standards.
- Saving manpower by not having a dedicated a person at a scale site while weighing each loaded truck.
- Saves the contractor the expense of maintaining certified scales for use during seal coat work.
- Reduced excess cover material being placed on the roadway during seal coat work, which saves money due to less chips used.
- Improve the safety to the traveling public and vehicle costs because less excess material on the roadway reduces windshield damage. The gradation change provides more accurate 50% embedment instead of flooding the material with oil and material then piggy back on top of other aggregate which then become a flying object.
- Improve safety to the traveling public during precipitation events from lessening the misting behind vehicles. The larger aggregate provides more voids, which allows more drain off, therefore passing vehicles kick up less spray or slush.
- Encouraging contractor innovation and improved competition by end result, warranty based type specification. Which reduces costs.
- Improve seal coat performance and life.
- Improve seal coat aesthetic by improving the traffic control portion of specification.